

NEW LONDON'S NEW WHITE WAY

The New Contract For Lighting Will Make
State Street Brighter

JEFFERSON AVENUE TROLLEY LOOP

A State Law Annuls New London's Ordinance for a Sealer of
Weights and Measures—Alderman Brockett's Vigilance
Saves the City Money—Congressman Higgins Promotes
the Work on Shaw's Cove.

The street light committee, with the advice and consent of the court of common council has entered into a three years contract with the New London Gas and Electric Light company for lighting the streets of the city. Under the new contract there is a reduction in the cost of arc lights and this reduction makes it possible to increase the number of lights and also to introduce a new and modern lamp of much greater power and all within the customary appropriation. Under the new plan of lighting State street will be a continuous "white way" and the lighting of Bank street to Ocean beach will be greatly improved while the new lamps will replace the old arc lights in Ocean avenue. This means a continuous "white way" to the beach, either by way of Montauk or Ocean avenues, a change that will be appreciated in the good old summer time even more than during the chilling blasts of winter.

This change in the lighting system will be made just as quickly as possible and will be in keeping with the progressive spirit that prevails in New London. This arrangement has been made by the committee with General Manager Campbell and is satisfying to the general public, with a few exceptions, for like the poor, we have them always with us. Mr. Campbell leaves next week for his new position in Waterbury, but will still maintain interest in the plant in New London. He has taken unusually active interest in the advancement of New London during his residence here and has assured his friends that his interest in the welfare of the city will not diminish. Under his management the people of New London have no justification for dissatisfaction with the service rendered.

The matter of building that long-talked-of Jefferson avenue trolley loop was revived at the regular meeting of the court of common council and Mayor Mahan with the committee on street railway was instructed to take the matter up with the Connecticut company with a view to having the loop added to the city system. Some years ago arrangements were made for the construction of the line and the rails and ties were laid along the proposed route and arrangements made for the construction when suddenly the whole project came to a standstill and finally the rails and ties were gathered together and carried away. At that time the claim was made that some owners of property along the proposed route, and property that would be benefited by the extension of the system, would not abate the city from damages by reason of change in grade

of the state. So the matter was dropped, temporarily, at least. Alderman O'Leary accepted the decision of the mayor with grace, but is full of the opinion that the legislature never intended to deprive the city of New London of the services of a sealer of weights and measures.

When the city took over the work of collecting the garbage under the direction of the street department, it was given out that the work was not taken from the contractor for the purpose of saving money, but rather for the purpose of giving better service, therefore Alderman O'Leary was justified in claiming realization of that promise at a meeting of the council a month ago, when he suggested that the collectors not only take the receptacles from the yard as did the contractor, but that the receptacles be returned to the yards after being emptied and not left on the sidewalks. As this has not been done, the alderman brought up the matter again for action at the council meeting the present week. He told of the conditions that existed and suggested the improvement that could readily be accomplished and at no additional expense, but much more acceptably to the people.

Mayor Mahan suggested that the alderman file his complaint with the highway commissioner who would give it proper consideration. The alderman declared that he had no complaint but was acting for what he considered to be for the public good and for the bettering of the general condition of the city and along the lines suggested by the Municipal Art society, whose object was the beautification of the city. So this matter was dropped without action by the council, but perhaps the highway commissioner may see fit to have the changes made as suggested by the alderman.

Alderman Richard M. Brockett, chairman of the fire department committee, the railroad conductor who is detailed as pilot of the trolley system when the cars take the rails of the steam road above Norwich, is ever on the alert to guard the best interest of the city. When the contract between the city and the New London Gas and Electric Light company was read at the council meeting, he noticed that the customary clause which gave reduced price for gas and electricity to the fire department was omitted, either by mistake or design. He made motion, which was carried, that the contract be not signed on behalf of the city unless such a clause was inserted. That little note was a big money-saver to the city, and apparently ceased the attention of the other aldermen.

The fire department was never conducted better than under the direction of Alderman Brockett and his competency has been proclaimed by public by Mayor Mahan, who declared that he appointed Mr. Brockett to the chairmanship of that committee by reason of his exceptional fitness for the place and for no other reason. Alderman Brockett's associates on the committee are all well qualified and respect the judgment of the chairman.

Having had years of experience as an active member of the department he is perfectly familiar with the needs and his experience has raised on a conductor, has fitted him to establish a system that is not only beneficial to the department in the way of expense and efficiency but also to the firemen as a public generally.

Henry R. Bond, who is partially responsible for the New London Ship and Engine company, and who since the thriving industry located on the banks of the Thames has been investigating the work in detail in the machine shop, and thereby getting a practical knowledge of the business, has just been elected secretary and treasurer of the big concern. Mr. Bond was interested in getting the industry to locate upon its present site, and when it was announced that \$100,000 worth of the stock was within the reach of citizens of New London he suggested a meeting for the consideration of the project. The whole business was explained in detail to those assembled, and then Mr. Bond stepped to the front and center and agreed to underwrite the full amount. Even now the capitalists of the city regret that the amount offered was not considerably larger, as the plant is destined to be among the largest and most successful in the state.

Mr. Bond became intensely interested in the concern and went to his daily work in the shop as did the other workmen who depended upon their wages for a livelihood. Mr. Bond is the son of the late Henry R. Bond, member of an old Norwich family, but who spent nearly his life in New London, and is well supplied with all that is worldly. He is a very popular young man and there is nothing in his makeup that tends to make him a flake and he will prove a valuable and efficient official of the company and add materially to its influence and success. Mr. Bond has become expert in the work and was selected to demonstrate the engines at the recent motor and engine show in New York city.

Through the efforts of Congressman Higgins there is prospect that the dredging work in Shaw's cove will be carried to completion. A couple of years ago appropriation was made for continuing the dredging to the cove, but it was not sufficient to complete the work as planned by the government engineers, and therefore the work was not done. In consequence several large steam yachts were prevented having the yacht winter in the cove, and the winter quarters elsewhere, and the merchants of New London were the losers. It is stated that one large steam yacht in winter quarters is as much benefit to the town as a small manufacturing concern employing 100 men. For the yacht is thoroughly repaired and equipped for summer cruising before going into commission. In addition to the use of the cove as a yacht harbor, the coal and lumber yards and like concerns bordering on the cove, enough of this kind of business to warrant of itself governmental appropriation for dredging.

Since the appropriation was first held up, there came a change in the engineer's office of the district, and the official in charge made unfavorable report on the matter of dredging on the ground that it would be of more private than public benefit. It was then that Congressman Higgins, who is personally familiar with the conditions, took the matter up with the department. He succeeded in having the report of the local engineer referred back to him with the request for further investigation, and those interested will be given hearing. There is no doubt but that opportunity is offered the department will be given facts that will result in a reversal of the report of the local engineer, who is not adverse to the improvement if it is for the public benefit.

LIVES OF SAINTS.

Great Number of Interesting Volumes at Waterbury Library.

The suggestion of the pastor of a local church that it would be well for members of his church to give up the reading of novels and other light literature and read the lives of saints during the Lenten season, gave rise to a query in regard to books upon the subject available at the public library.

There are in the Bronson library dozens of books of the subject covering the lives of many of the saints.—Waterbury Republican.

It is possible to ignite gas by sparks from a telephone. Hence all Gorman gas works the telephone bells are covered with white enamel.

Tolland County

STAFFORD

Camp of the Brotherhood of David Organized.

Miss Anna Finselsen will go to her home in Concord, Mass., where she will spend two weeks.

Miss E. Kipp was the guest of Mrs. Emily Goodell last week. Miss Kipp and Mrs. Eva Bagbee were guests of Mrs. Lillian Fisher of Hartford Friday and Saturday.

Those who heard Thomas Brooks preach last winter in Memorial hall are planning to be present when he will speak at the Modern Judas. A camp of the Brotherhood of David has been instituted at the assembly room, composed of boys from the Sunday schools of the Stafford churches. The following officers have been elected and installed: King, Herbert Plumb; prince, Sampson Murray; recorder, Dewey Murray; scribe, Willis Possett; treasurer, Clifford Dimmick; head of the guard, Thomas Dobson; captain of the host, Arthur French; keeper of the door, Frederick Glover.

UNION.

William Scranton of Company K, 10th C. V. Infantry (Mass.), has had his pension increased.

Frederick W. Wallace and daughter Martha of Southbridge, were calling on friends in town Saturday.

Wilford Richards saw a herd of six deer on the road to Kinney hollow recently.

Robins have been seen by different persons several times during the past month.

Washington County, R. I.

HOPKINTON

Town Council Allots Funds for Highways—Fire Safeguards at Town Hall—Woolen Mill Working Overtime.

The monthly meeting of the town council was held in the town hall Monday afternoon. Bills to the amount of \$15.31 were ordered paid. The sum of \$400 was allotted each of the four road districts in the town out of the annual appropriation for the repair and maintenance of highways.

The probate court allowed and ordered recorded the first and final account of George N. Crandall, administrator on the estate of John F. Bligh, deceased.

The monthly meeting of the school committee was held at the home of the clerk at Hope Valley Tuesday afternoon. Bills to the amount of \$17.25 were ordered paid.

Three new fire extinguishers have been placed in the town hall at the expense of the Rhode Island state record commissioner.

Charles I. Blake has been visiting friends in Taunton, Mass., this week.

Miss Ruth W. Lewis is in Providence, helping care for her grandmother, Clarissa Lewis, who recently suffered a shock.

Mrs. George A. Carpenter's Death. Mrs. John E. Wells has received word that her brother's wife, Mrs. George A. Carpenter, died Sunday in Rhode Island hospital.

Mrs. William S. McGonigal, who recently underwent an operation in the Rhode Island hospital, is much improved in health since her return home.

The Sunshine club held a fully attended and interesting meeting at the home of Dwight R. Merritt in Ashaway Wednesday evening.

Mr. and Mrs. Robert Plummer sang in the First Hopkinton Baptist church Sunday, accompanied at the organ by Mrs. John S. Cole.

Mrs. George E. Carpenter has been suffering from a severe attack of tonsillitis.

Mrs. Harriet C. Kenyon has been ill with a hard cold.

Mill Running Evenings. The mill of the Ashaway Woolen company still continues to run four evenings per week.

Funeral of Abby B. Bliven. Rev. E. P. Mathewson officiated at the funeral of Abby B. Bliven held in her home in Charlestown Saturday. Burial was in Oak Grove cemetery in Ashaway. Mrs. Bliven was a sister of the late Asa S. Briggs of Ashaway.

USQUEPAUGH. Able Sermon—Travelers and Visitors of the Week.

Rev. Mr. Palmer preached an able sermon Sunday morning from Matthew xiii, 38. Service Sunday evening was well attended.

Miss Carmen Andrews of Slocum spent Wednesday night with Miss Annie Kenyon.

Errol Wilcox spent Sunday with relatives near Providence.

Miss Clara Webster of Providence.

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